

Mrs. Julia Ward Howe



Mrs. O. H. P. Belmont is standing behind Mrs. Howe. The above photograph was taken last fall when Mrs. Howe attended the suffrage meeting at Mrs. Belmont's Newport home. A sudden change of weather brought on the brief illness of the venerable poet, and although her health seemed to improve for several days, she became worse, lapsed into unconsciousness and passed away quietly at 11:30 a. m., Oct. 17. Mrs. Howe's most famous inspiration was the "Battle Hymn of the Republic." She was 91 years of age when seized by her last illness.

DAILY RECORD.

Deaths.

Tobin, Texas.—Frank H. Tobin to Jose C. Garcia, lot 12, block 63, Tobin, Texas; consideration, \$10; dated Nov. 19, 1910.

Rio Grande and Montana streets, between Newman and Lee street, Franklin Heights.—L. P. Matthews and H. C. Dyer to A. F. Kerr, part of lots 31 to 35, inclusive, and 66 to 70, inclusive, block 70, Franklin Heights addition; consideration, \$10,000; dated July 12, 1910.

Altura Boulevard, between Russell and Lowell streets, Altura Park.—Altura Realty company to Ellen Morgan, lots 10, 11 and 12, block 35, Altura Park addition; consideration, \$525; dated Oct. 25, 1910.

Frutus street, between Estrella and Nevada streets, East El Paso.—P. L. Dupuy and wife to Horace A. Seaman and wife, lots 11 and 12, block 29, East El Paso addition; consideration, \$1750; dated Oct. 17, 1910.

Southwest corner Mundy avenue and Maximilian streets, Sunset Heights.—W. J. Spahr and wife to August Meisel, lots 30 and 31, block 32, Sunset Heights; consideration, \$2550; dated Oct. 27, 1910.

International Water Company's properties.—W. E. Burgess to city of El Paso, survey 17, block 81, fractional block 8, Alexander's addition, west one-half block 26, blocks 48 and 49, Alexander's addition; part of block W. Santa Fe addition; lots 17, 18, 19 and 20, block 146, Highland Park addition; all buildings, shops, improvements, plants, works, machinery, pumps, engines, boilers, mains, pipes, hydrants, reservoirs, wells, fixtures and apparatus owned by International Water company on Sept. 20, 1910, or since; consideration, \$200,000 cash and assumption by grantees of \$477,000 mortgage to First Trust and Savings bank of Chicago and vendor's lien for \$150,000 on notes.

Births.

To Mr. and Mrs. Felipe Mendez, 711 South El Paso street, boy, Mexican, Oct. 8.

To Mr. and Mrs. Manuel Ornela, Washington park, girl, Mexican, Oct. 13.

To Mr. and Mrs. Jose F. Munoz, 419 Fifth street, girl, Mexican, Oct. 25.

To Mr. and Mrs. Andres Gonzales, 1603 Chihuahua street, girl, Mexican, Sept. 30.

To Mr. and Mrs. Monica Lopez, 1004 Tays street, girl, Mexican, Oct. 1.

To Mr. and Mrs. Henry Calk, Alameda avenue, East El Paso, boy, American, Oct. 28.

To Mr. and Mrs. Andres Mallado,

Nature's Warning

El Paso People Must Recognize and Heed It.

Kidney ills come quietly—mysteriously. But nature always warns you. Notice the kidney secretions. See if the color is unhealthy—If there are settlements and sediment. Passages frequent, scanty, painful. It's time then to use Doan's Kidney Pills.

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AUTOMOBILE AS A KILLER

COSTS JUST ABOUT THREE LIVES A DAY IN THE UNITED STATES.

Foot Passengers the Chief Suffers in Cities, But in Rural Districts the Automobilists Themselves Furnish a Majority of the Victims—Slaughter in Motor Racing.

FIGURES recently gathered by the federal government, from one point of view, is a very expensive invention. It is a great source of pleasure to multitudes of people, and an important aid to civilization, but the toll it takes of human lives is nothing short of frightful.

Very Destructive. As the motor car has grown more popular, it has naturally become more destructive. In the year 1906 automobiles killed 300 persons in this country. In 1907 they took 538 lives. In 1908 they wiped out 786 people.

These are the figures of the census, which estimates that, at a rough guess, 1000 persons will be killed by motor cars in the United States during the 12 months of 1910. It would be close to the truth to say that the automobile in this country costs three lives a day. The tax is undeniably a heavy one.

In rural districts the chief sufferers are the automobilists themselves—the most common kind of accident they encounter being collisions with railroad trains. One might suppose that drivers of motor cars would be so on their guard against dangers of this particular sort that such happenings would be rare, but the fact is that they are of constant occurrence—as one may perceive by an attentive perusal of the newspapers from day to day.

Racing With Trains. Nothing is more common than to hear of instances in which automobiles have deliberately raced with locomotives, the object in view being to get over the crossing before the arrival of the train at that point. It is literally a race with death, and must be extremely exciting; but most people would rather get their excitement in some less hazardous way.

On the other hand, most fatal automobile accidents in cities find their victims in foot passengers who are run over on the streets. During six weeks in October and November of last year 47 children were killed in this manner in Greater New York. Indeed, mortality from this cause in large centers of population is largely among boys and girls, a great majority of whom have no playgrounds other than the streets, and are obliged to cross the streets with the motor cars, dodging them as they come along.

New York Slaughter. Sixty-eight persons were killed by automobiles in Greater New York during the year 1909—just about half of this number meeting their tragic fate on Manhattan island. In many of these cases, where people were run over, the drivers of the cars were probably not to blame. It is difficult to run a gas-line propelled vehicle through a city crowded with traffic on foot and on wheels. But who, a generation ago, could have imagined that the time would ever arrive when locomotives would be allowed to run on the streets—and not on rails, at that?

A custom long established among the prudent demands that before attempting to cross a railroad, one shall pause and look both ways, to make sure that no train is coming. If a train is seen approaching, even though it be a considerable distance away, one waits until it has passed. But in these days, any important city street is more dangerous to cross than a railroad—especially in view of the circumstances that automobiles are not restricted to tracks.

A motor car may even whisk unexpected around a corner at any moment, catching the wayfarer unawares. But people ordinarily do not wait; they simply take their chances, and dodge.

Occupants Sufferers. They do not always escape, however, as the mortality records show. But it is interesting to learn that, taking the whole country over, two out of every three automobile victims are occupants of the cars which suffer the accidents. Some are killed in collisions with locomotives, in the manner already described; others are upset while going at high speed (the vehicle often "turning turtle"); still others run over embankments, and yet others are blown up by explosions of gasoline. There are a good many ways of dying in a motor mishap.

It goes without saying that a great majority of the fatal accidents to people riding in automobiles are attributable to fast driving. Most drivers who drive such vehicles have little or no knowledge of mechanics, and lack the special training which would enable them to do the right thing quickly and instinctively in a perilous emergency. The average motorist has the ability to command superhuman speed by the touch of a finger. He uses this marvelous power recklessly, not realizing the danger, and it is not surprising that in frequent instances he should bring destruction upon himself and others.

The Speed Maniac. This is what is called the "speed maniac." Put a great force in the hands of an ignorant person—a description applicable to very many motorists—and he will surely misuse it. If he himself were the only sufferer, one might be resigned; but he kills other people. Oh, yes; it happens every day. And is this dangerous individual punished? Not at all. He pays a small fine, perhaps, and goes on his way rejoicing. The law rarely makes any attempt to inflict a penalty for misdeeds of the kind.

In fact, jail sentences for such offenses are almost unknown. The records everywhere show an amazing lack not only of convictions in cases of the sort, but even of indictments for automobile killings. They can hardly be said to be rated as anything so important as misdemeanors. No wonder, then, that they continue. Misdemeanor by automobile is the safest of all forms of crime—the term being not in the slightest degree inappropriate where, as so often happens, a deliberate indifference to putting others in peril is accountable for the fatality.

Any observant individual is in a position to notice that the average driver of an automobile is not accustomed to pause in order to avoid running over a foot passenger on the street. As a matter of fact, at crossings, the foot passenger has the right of way—but to this the motorist pays no regard. He "honks" his horn, and if the unfortunate pedestrian does not get out of the way, so much the worse for him. Only the other day an old man in the city of Washington was run down and killed in exactly this manner. He could not

move fast enough, and so he died. Such things are constantly happening.

The Right of Way. Why should the motorist consider that he always, and under all circumstances, has the right of way? It is because he possesses the force majeure, and nobody is in a position to dispute with him. By no means let it be said that a majority of automobile drivers are indifferent to the rights of others; but certain it is that a large percentage of them are so. The trait being most strikingly exhibited by the individual who, as the representatives of a type only too common, has come to be known as the "road hog." He cares for nobody. If he makes an "accidental" killing, his conscience does not trouble him in the least. What business had the idiot to be in the way? If practicable, he runs for it, leaving the victim to take his chances, and usually escapes.

Only a few weeks ago, in the outskirts of Manhattan borough (New York city), a couple of men in a touring car, accompanied by three or four women, after dark in the evening, were going at great speed, ran through a group of four men, knocking them down and killing two. When a policeman, standing near by, tried to halt them, they kept right on; the women yelling back with jeers of derision. Of course, they got away, and were never caught or punished.

Drinking and Speeding. Drunk? Doubtless, yes. But this is one of the principal causes of automobile killings. People go out in automobiles for pleasure; they stop, quite as a matter of course, for drinks. The alcoholic refreshments they imbibe make them reckless, and, on their way home the feeling on board is that it matters not whether school keeps or not. But the victims whom they run over. This sort of thing is unquestionably accountable for a considerable percentage of the deaths from motor accidents.

Most remarkable it is, however, to observe how the sober and sane minded everyday citizen is affected morally by the habit of driving an automobile. His customary caution, in many instances, gives way to a recklessness altogether astonishing. Ordinarily most considerate of other people, he becomes, as a motorist, grossly indifferent to the rights of his fellow beings. When his attention is called to an obvious violation of such rights by himself, he laughs, and looks upon it as a joke. When one is driving an automobile, one is too busy with the business of "getting there" to bother with ethical obstacles.

Many Are Killed. Well, he pays the price himself, to a large extent. For every person struck and killed by a motor car, two automobilists die. They perish in a great variety of ways—most of them through impudences of one kind or another. One of these, not uncommon, is the practice of "rushing" road crossings which are more or less concealed from view. This saves much trouble, as well as time which might be lost by slowing up to see if a wagon, a carriage, or another car is coming. In a majority of instances the other vehicle is not there, and there is no much gained. But every now and then it happens that the wagon or car arrives at just the wrong moment, and a collision results, with a loss of one or more lives.

Danger in Turning. Another frequent cause of fatal accident is turning at high speed. Of course, it is a bore to slow up at a twist in a road, but to do so is only ordinary prudence. If this is not done, the wheels are liable to slip—the process is technically known as "skidding"—and all control over the direction of the vehicle's course is lost until the wheels grip the road again. Incidentally it is more or less likely to be upset—perhaps "turning turtle"—and pinning its occupants beneath it.

Yet another way of getting into trouble is to coast down hill at full speed. If one wheel strikes a soft spot, the car is liable to upset. There may be a patch of rain-washed sand near the bottom of the declivity, quite capable of causing the automobile to turn a somersault. Lots of folks are killed in such ways.

It is really quite interesting to find how many there are in which people may be killed by automobiles. The more the merrier, say the farmers—or, rather, they did say so until they began to acquire motor cars for their own use. It fatigues them even now to be obliged to hand their wagons almost into the ditch for every auto that comes along.

For it is undeniable that country roads in these days are commonly utilized as racing tracks by motorists, who, traveling at 40 to 60 miles an hour, will take aim at an oncoming vehicle at a distance of half a mile or so, with the idea of missing it by possibly a foot. This sort of thing is calculated to render the ruralist nervous—especially as, from time to time, a funeral in his family is the consequence.

The Auto Races. In the automobile races, however, it is a case of "Greek meets Greek." The innocent agriculturist can really enjoy these exciting contests, when it falls to his lot to witness them. When undertaken under proper and fashionable auspices, they take place in the open country.

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try, being run over ordinary roads in such an arrangement that they shall be, say, a triangle, once around which is a lap in the course. Enormous crowds gather for the spectacle, most of the people assembling at the corners of the triangle, because these are the points at which the participants are most likely to be upset and killed.

A sporting event of this kind (such as the Vanderbilt cup races, for example) is liable to result, as experience has shown, in about three deaths and seven or eight maimings of participants. It is great fun. Not infrequently it happens that one of the motor cars, traveling at 70 miles an hour or so, loses control and dashes into the throng of bystanders at a turn, thus adding considerably to the mortality.

And, speaking of maimings, it is worth mentioning, perhaps that for every person killed by automobiles, about four are seriously injured—not to reckon minor hurts.

Rene Bahe.

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We respectfully solicit your vote and influence for the above ticket, at the general election to be held November 8, 1910.

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